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**MILLERS FIRM ON ELEVATORS**

The Dominion Millers' association, at a meeting in Toronto on Dec. 14, passed the following resolution unanimously:

"Whereas, the royal grain commission appointed by the Dominion government in 1905 recommended that no person owning or operating a terminal elevator be permitted to deal in grain:

"And whereas there have been serious complaints of shipments of condemned wheat being delivered on straight grade certificates, notwithstanding the fines that have been imposed;

"And whereas Hon. R. L. Borden declared during his trip through the West that he was in favor of government owned elevators operated by an independent commission; be it

"Resolved that the Dominion Millers' association, satisfied that the government is about to respond to the repeated requests to take over the terminal elevators at Port Arthur and Fort William, requests: First, that the bill to be introduced by Hon. George E. Foster make provision for the immediate acquisition of all terminal elevators, and do away with the advantage elevator owners now have over all other grain interests; second, that the amendments proposed by the Toronto board of trade, and approved by this association, be embodied in the bill; third, that the bill authorize the government to assume control of the elevators in time to be operated by the government before the next crop, and that the bill be pushed through as quickly as possible, even if the negotiations are not complete, so that the milling and grain interests be not hampered in the handling of the crop."

Another resolution urges the government to appoint C. B. Watts, secretary of the association, as a member of the grain commission.

**ADJUSTING FREIGHT CLAIMS**

The numerous complaints in regard to freight adjustments and the difficulties experienced in this connection by various concerns has led to the development of the "Canadian Freight Claims Bureau" with headquarters in Winnipeg. The bureau is conducted by experienced railroad men, familiar with the workings of the various departments. They are catering to the farmers as well as to the business men and should be a great protection to farmers who are shipping grain, live stock or produce. The bureau maintains a legal department to facilitate the handling of its business.

**RAILWAY TAKES WHAT TARIFF LEAVES**

M. A. Ferris, of Yuill Siding on the C.N.R., which is fifteen miles northwest of Portage, recently shipped a car of barley to Duluth. When the Northern Pacific operated in Manitoba the grain rate to Duluth was 13 cents per 100 and Mr. Ferris thought that approximately the same rate would prevail, so he did not inquire into rates and when his bills came in he found that the C.N.R. had charged him 28 cents per 100 to Duluth. The rate to Fort William is about half the rate per 100 and the distance is about the same as to Duluth. Had Mr. Ferris known he could have

# The Grain Growers' Guide

G. F. CHIPMAN, Editor

Published under the auspices and employed as the Official Organ of the Manitoba Grain Growers' Association, the Saskatchewan Grain Growers' Association, and the United Farmers of Alberta.

THE GUIDE IS DESIGNED TO GIVE UNCOLORED NEWS FROM THE WORLD OF THOUGHT AND ACTION and honest opinions thereon, with the object of aiding our people to form correct views upon economic, social and moral questions, so that the growth of society may continually be in the direction of more equitable, kinder and wiser relations between its members, resulting in the wisest possible increase and diffusion of material prosperity, intellectual development, right living, health and happiness.

THE GUIDE IS THE ONLY PAPER IN CANADA THAT IS ABSOLUTELY OWNED AND CONTROLLED BY FARMERS. It is entirely independent, and not one dollar of political, capitalistic or special interest money is invested in it. All opinions expressed in The Guide are with the aim to make Canada a better country and to bring forward the day when "Equal Rights to All and Special Privileges to None" shall prevail.

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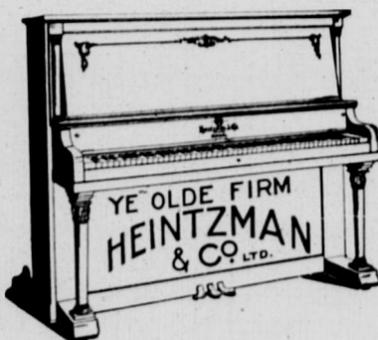
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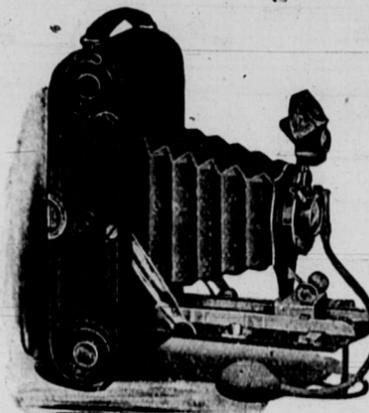
His tobacco remedy is specially prepared for the purpose—the cost being only \$2.00—and the course lasts about two weeks.

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shipped to Portage, transferred to the Midland road and sent his barley to Minneapolis for about 16 cents per 100.

The barley was marketed at Duluth a few days ago and on a No. 4 grade was sold for 95 cents per bushel. Mr. Ferris paid charges on his barley as follows:

Freight per 100, 28 cents, 14 cents; duty per bushel, 30 cents; weight charge, 1 cent; total, 45 cents.

He sold for 95 cents per bushel, thus netting 50 cents per bushel. Had he sold his No. 4 barley on the local market on the same day he would have netted 48 cents, so that after paying the duty, and the exorbitant freight charges, he was still 2 cents better off, or \$23.30 on his car of 1,165 bushels. Had he shipped via the Midland and paid duty he would have netted 8 cents per bushel over the Canadian price, or \$93.20 on his car, and had reciprocity gone into effect and the duty been abolished his car of barley would have been worth approximately \$450 more than it netted him.

### MOOSE JAW MILLS DESTROYED

Fire on Friday last caused the loss of the Robin Hood mills of the Saskatchewan Flour Mills company, at Moose Jaw, and caused the death of one man and injuries more or less serious to several others. The mills were the largest between Winnipeg and Vancouver. They comprised a flour mill having a daily capacity of 1,500 barrels and an oatmeal mill with an output of 300 barrels daily, besides several tons of feed and by-products. These two mills, the co-opeage storage warehouses and other smaller buildings were totally destroyed, together with the expensive modern plant and immense stores of grain and manufactured articles. The total loss is estimated at nearly half a million, but it is possible that subsequent calculations will reduce this amount somewhat. The flour mills have been in operation for a number of years, but the oatmeal mill was only completed during the present year, and was considered mill perfection of the present day. The firm manufactured the well known Robin Hood products, and is an offshoot of the New Prague Milling company, and part of one of the largest millers on the continent.

Between two and three hundred persons are thrown out of employment.

The fire started about 5.30 in the morning on the fifth story of the oatmeal mill, a six story structure, built mainly of timber covered with corrugated iron. A spark from an electric motor caused an explosion of the dust, always present in mills, and this started the conflagration.